



Development Special Use Permit #2015-0004
Transportation Management Plan SUP #2015-0124
802 and 808 N. Washington Street – Towne Motel

Application	General Data	
Project Name: Towne Motel	Planning Commission Hearing:	January 5, 2016
	City Council Hearing:	January 23, 2016
	If approved, DSUP Expiration:	January 23, 2019
	Plan Acreage:	.45 acres
Location: 800 N. Washington Street	Zone:	CD-X, Commercial Downtown
	Proposed Use:	Hotel
	Number of Rooms:	98
	Gross Floor Area:	53,345 square feet
Applicant: Shakti, LLC	Small Area Plan:	Old Town North
	Historic District:	Old and Historic
	Green Building:	Compliance with City's Green Building Policy

Purpose of Application

Consideration of a request to demolish an existing motel and replace it with a new hotel and below grade parking.

Special Use Permits and Modifications Requested:

1. A special use permit to allow a hotel use;
2. A special use permit for a parking space reduction;
3. A special use permit to increase FAR to 2.5;
4. A special use permit for on-site valet parking
5. A special use permit for a Transportation Management Plan
6. Modifications to the zone transition line (Sec. 11-416) and reduction to tree canopy (Sec. 7-2507)

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert M. Kerns, AICP, Chief of Development robert.kerns@alexandriava.gov
 Dirk H. Geratz, AICP, Principal Planner dirk.geratz@alexandriava.gov
 Ryan Price, Urban Planner ryan.price@alexandriava.gov

PLANNING COMMISSION ACTION, JANUARY 5, 2016:

On a motion by Vice Chairman Dunn, seconded by Commissioner Macek, the Planning Commission voted to **recommend approval** of Development Special Use Permit #2015-0004 and Transportation Management Plan SUP #2015-0124 subject to compliance with all applicable codes, ordinances and other staff recommendations. The motion carried on a vote of 7-0.

Reason:

The Planning Commission agreed with the staff analysis. There was discussion about the comparable hotels used in the parking study and whether they had valet parking. Discussion also included whether there was restricted parking on the streets surrounding the hotel. T&ES and the applicant's attorney indicated that street parking was restricted around the hotel. The Commission also questioned staff about the zone transition setback and whether it was adequate for the adjacent residential zone. Staff noted that the setback was carefully evaluated and is in context with the existing setback along that area of Washington and is adequate for the scale of the hotel and the adjacent residential area. The Commission also had questions pertaining to traffic circulation and the no-left turn restrictions from Madison St. onto Washington St. Staff noted that this issue is currently being evaluated and that condition will likely change in the near future. It was also noted that Madison St. and Montgomery St. could be changed back to two-way streets in the future, and that is being evaluated as part of the Old Town North Small Area Plan. The Commission asked the applicant whether a feasibility study has been conducted on moving the historic structure. The applicant noted that as part of the BAR process, a study was performed on the historic townhouse, and it was determined that it could be relocated in its current condition. The Commission elaborated further on the zone transition setback analysis, and asked for clarification about how that setback was measured. It was confirmed that the measurement is performed using a 45 degree plane from the zone transition line moving up towards the proposed building. The Commission also asked for clarification about the future vision for the alley. It was noted that the half of the alley would be constructed by the Towne Motel and the City would seek to have the other half constructed when the adjacent properties redevelop. The Commission asked for clarification about the FAR calculations and the applicant noted that unlike the architectural sheets submitted for the project, the gross floor area shown on the cover sheet of the Preliminary Plan did not include the existing townhouse, an error that will be fixed during the Final Site Plan process. The Commission asked for clarification on the amenity space within the hotel and whether it would be open to the public. The applicant confirmed that the space would be for hotel guests only and not be a bar or restaurant. The Commission expressed enthusiasm for the idea of public art along the north façade as noted by the applicant.

Speakers:

Mary Catherine Gibbs, attorney representing the applicant, spoke in favor of the request. She provided a summary of project, including community outreach efforts and noted BAR and UDACs support of the project. Ms. Gibbs commented on the site design, the requested parking reduction, and the zone transition modification request. Ms. Gibbs also commented on the design process and how the general design was refined through the engagement process with feedback from BAR, UDAC, and the community.

Katy Canady, spoke in opposition of the project, noting that it the project does not conform to all of the Washington Street Standards. One being that the new building will overwhelm the historic townhouse, and secondly that size of the new building is not in proportion to the surrounding buildings.

Poul Hertel, spoke in opposition of the project, noting the mass and scale of the new hotel is too large relative to the adjacent townhome, and that the design is not preserving the original vision for Washington Street as a historic corridor along the George Washington Memorial Parkway.

Agnes Artemel, spoke in support of the project, noting the project will be an enhancement to the neighborhood in terms of what exists today. Ms. Artemel mentioned that many pedestrians use Madison Street as a route to the metro and the current conditions there are in need of improvement.



**DSUP #2015-0004, TMP SUP
#2015-0124
802 & 808 North Washington Street**



I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends approval of the proposed redevelopment of the Towne Motel property. The redesign includes a new building that will be integrated into the historic fabric of the neighborhood and retains the existing hotel use at the property. Additionally, the following community benefits are being provided with this project:

- Enhanced streetscape along North Washington Street and North Madison Street
- Restoration and activation of a historic townhouse on Washington Street
- \$100,822 voluntary affordable housing contribution
- \$20,000 bikeshare contribution
- ~~\$20,819~~ \$21,957 public art contribution
- LEED Silver (or equivalent) building design
- New upgraded street lights on Washington Street (nostalgia lights)

B. General Project Description

The applicant, Shakti, LLC proposes to construct a hotel on the site of the existing Towne Motel. The historic townhouse on the property will be restored and integrated into the design of the new hotel. The site will include enhanced streetscape, a one-way alley, and one level of underground parking.

The applicant is requesting the following approvals as part of this project:

- Development Special Use Permit (DSUP) with:
 - o Development Site Plan (DSP),
 - o Special Use Permit to allow for a parking reduction,
 - o Special Use Permit to allow for a hotel use in the CD-X zone
 - o Special Use Permit for a Transportation Management Plan (TMP)
 - o Special Use Permit for an increase in the floor area ratio (FAR)
 - o Administrative Special Use Permit for valet parking
 - o Modifications to the zone transition setback, and canopy coverage requirements

The following key issues were evaluated as part of the staff analysis and are addressed within the report:

- Compliance with the Old & Historic Alexandria District and the Washington Street Standards and Guidelines
- Building & Site Design
- Conformance to the North Old Town Small Area Plan
- Compliance with Urban Design Guidelines of Old Town North
- Conformance to City Policies
- Special Use Permit requests

- Tree Canopy and Zone Transition Modification requests
- Pedestrian and Streetscape Improvements
- Traffic and Transit
- Community outreach and engagement

II. BACKGROUND

A. Site Context

The project site is approximately 0.45 acres (19,757 square feet) on two parcels and is located within the boundaries of the Old Town North Small Area Plan. The western property boundary is shared with the Braddock Road Metro Station Small Area Plan boundary. The site is bound by Washington Street to the east, Madison Street to the south, Asian Wok Café to the north, and vacant land to the west. The site is currently occupied by an operating 26-room two-story motel and a three-story historic townhouse which is currently vacant. There is a small side and rear yard adjacent to the townhouse with surface parking for the motel covering the remainder of the site.

The existing Towne Motel building is a two-story brick-faced motel in a U-shape configuration around a central parking area. The motel is relatively small with about 26 rooms and a small office. It was designed in the Colonial Revival style by respected local architect Joseph Saunders and constructed circa 1954-55.

The three-story Second Empire style brick townhouse on the site was originally constructed in 1901 as a freestanding dwelling. The building features dark-red brick with a slate mansard roof. The south side elevation features an original two-story open wood porch with noteworthy trim along the rear ell.

There is very little topographical change on the site. The grade falls gently heading west to east by about 5 feet on the property over 123 feet as the elevation lowers towards the river.

This section of North Washington Street has a variety of commercial and residential uses. Nearby retail uses include a gas station, an Asian restaurant, a bank, and a Harris Teeter grocery store among others. There is also an assortment of building typologies proximate to the site ranging from two-story row houses to mid-rise office buildings.

B. Detailed Project Description

The applicant, Shakti, LLC is proposing to demolish the existing Towne Motel building to construct a 98 room hotel on the site. The new building will be five stories tall with approximately 53,345 gross square feet of floor area. There will be one level of underground parking for the hotel. As part of the project, the existing three-story townhouse would be restored and moved approximately 20 feet to the south. The developer will incorporate the

historic structure as part of the new hotel. As proposed, the gross floor area with the new hotel and the existing townhouse will be approximately 57,140 square feet. A one-way access alley will be located at the northern end of the property. The entrance to the alley will be located on Washington Street, and the alley will wrap around to the rear of the site and exit onto Madison Street. This driveway will provide access to the hotel lobby as well as to the below grade parking area.

III. ZONING

Property Address:	800 N. Washington Street (Currently 802 and 808 N. Washington Street)		
Total Site Area:	19,757 SF (0.45 acres)		
Zone:	CD-X – Commercial Downtown (Old Town North)		
Current Use:	Motel		
Proposed Use:	Hotel		
	Permitted/Required	SUP	Proposed
FAR	1.5	2.5	2.5
HEIGHT	50 feet	50 feet	50 feet
OPEN SPACE*	N/A	N/A	1,700 SF (8.9%) 1,250 SF at ground level
SETBACKS	Front: N/A Side (West): 50 feet		Front: 0.7 feet Side (West): 13.2 feet
PARKING	69 Spaces		50 -47 Spaces (47-44 underground)
LOADING	3 Spaces		1 Space

*Open space not required in the CD-X zone.

IV. STAFF ANALYSIS

A. Compliance with the Old & Historic Alexandria District and the Washington Street Standards and Guidelines

The proposed development is located on Washington Street and within the Old and Historic Alexandria District. This means that, in addition to the general Board of Architecture Review (BAR) Standards as outlined in the Zoning Ordinance, the Board must also find that the Washington Street Standards (Section 10-105(A)(3) of the Zoning Ordinance) have been met. The applicant has presented the project to the Old and Historic Alexandria Board of Architecture Review on three separate occasions for concept review (June 17, 2015, September 2, 2015, and November 4, 2015). Based on the BAR review, the project is in compliance with both the Old & Historic Alexandria District Standards and the Washington Street Standards. On November 4, 2015, the BAR endorsed the proposed height, scale, mass and general architectural character of the design currently before you, by a vote of 5-0-1. If approved by City Council, the applicant will need to go back to the BAR for a Certificate of Appropriateness prior to approval of any

building permits. At that time, the BAR will review and approve design details, materials and other finishes.

At the June 17 BAR hearing, the applicant received approval of a Permit to Demolish from the BAR for the existing motel and frame addition, as well as to relocate the historic townhouse (BAR 2015-0153). At that same hearing, the BAR performed an initial review of the proposed five-story hotel building attached to the north side of the relocated townhouse. The BAR endorsed the proposed height, scale, mass and general architectural character at that first work session, with a few suggestions for refinements related to the glass hyphen, the transition from the new structure to the preserved townhouse, the treatment of the north façade, and the detailing of the cornice element.

The applicant elected to return to the BAR on September 2, 2015 for a second concept review to show design refinements made in response to comments at the first work session. The BAR and the public provided additional comments related to the color of the new structure specifically recommending that a lighter brick tone would help to soften the overall perceived scale of the building. The BAR also commented on the roof detailing on the northern portion of the building and asked the applicant to return once again for a final concept review work session before proceeding to City Council.

The applicant returned to the BAR one last time on November 4, 2015. The changes were well received and the Board enthusiastically supported the current design, finding it to be consistent with the Standards and Washington Street Standards as well as the Design Guidelines. The Board found the scheme responded to previous comments and that all elevations of the building were now related. The Board also thought that the project appropriately respected the historic townhouse. The Board found that the northernmost “hyphen” should not be glass and that the central glass hyphen should recede another foot. The Board members all supported the proposed canopy feature at the Washington Street entrance, finding it an enhancement to the streetscape and an appropriate connection between the historic building and the new construction.

B. Building & Site Design

The applicant’s proposal involves constructing a five-story hotel adjacent to the relocated three-story historic townhouse. An existing curb cut will be moved to the north end of the property and will provide vehicular access from Washington Street through a covered drive to the rear of the property. This drive will travel the perimeter of the parcel and will exit onto Madison Street (eastbound one-way street). If Madison Street becomes two-way in the future and would allow for hotel loading in that area, the current entry drive could be filled in and made part of an interior hotel function. In addition, if the vacant properties directly to the west of the Towne Motel and the properties to the north of the site redevelop, the proposed one-way private alley could be expanded into a two-way public alley and provide a mid-block access connection between Montgomery Street and Madison Street.

The proposed design includes two primary brick building forms, differentiated by their respective fenestration and detailing in an effort to reduce the mass of the hotel in conformity

with the Washington Street Standards. The “southern building” takes on a more formal appearance with references the late 19th-century commercial architecture while the “northern building” has a more residential approach with smaller window openings and a mansard roof, inspired by the design of the historic townhouse. Both buildings will be clad in brick, possibly in contrasting colors. A five-story glass connector or hyphen will create the “separation” between the buildings. A similar four story glass wall system will connect the new hotel buildings to the historic townhouse which is to be incorporated as a functioning part of the hotel. The building steps down from 5 stories on the north end to 3 stories on the southern end, respecting the scale of the existing townhouse, and the context of this prominent entrance into Old Town along Washington Street. The proposed north façade will be constructed on the property line and based on building code requirements cannot have any windows. This façade will be split into three primary bays through the use of brick detailing. The applicant has also expressed interest in installing a public art component on the north façade. Staff will work the applicant during the final site plan process to explore this option further.

While open space is not required in the CD-X zone, the site will include approximately 1,750 square feet of open space, or 8.9 percent. Most of the open space will be at the ground level and include landscaped garden areas in the rear of the building. There will also be roof terrace accessible from the 5th floor of the new building to serve the hotel guests and visitors.

Staff is pleased with the direction of the design and approach as well as the overall scale and mass of the buildings. Final design and material selection will be reviewed and approved by the Board of Architectural Review following approval of this Development Special Use Permit (DSUP) process.

C. Conformance to the North Old Town Small Area Plan

The project site lies within the boundaries of the Old Town North Small Area Plan. Adopted in 1992, the Small Area Plan lays out both broad based planning goals and encourages strategic redevelopment in the plan area with a focus on increasing retail and pedestrian activity in the neighborhood through urban design. The current proposal complies with the Recommended Goals in the 1992 Old Town North Small Area Plan, including the following (from page # 25 of the plan):

- ***Attainment of a mix of land uses...***; Continuing the hotel use at this site contributes to a mixed-use environment in the Old Town North neighborhood. Expansion of this use from 26 rooms to 98 rooms will bring additional visitors to the neighborhood that can help strengthen the retail base.
- ***Establishment of height limitations that protect and preserve low-rise residential scale in most of the area, accommodate appropriate designs for higher scale development in designated retail and commercial areas, and establish transitions between higher and lower height areas;*** The proposed hotel does not exceed the 50 foot height limit established for Washington Street. Additionally, the height of the building has been

designed to step down from north to south as it approaches Madison Street and the historic townhouse. This design further integrates the new building with the historic structure and provides a mass and scale that does not overwhelm the historic house.

- ***Utilize an urban design and review process that reinforces the desired urban character; assures development of a height and mass that are human scale and compatible with adjacent low-rise uses, both current and proposed; requires buildings that are "friendly" and interact with the street; and establishes an appealing, compatible architectural aesthetic for the area;*** This project utilized the established urban design review process presented twice at Old Town North Urban Design Advisory Committee (UDAC) and 3 times at the Old and Historic BAR. The result is a high quality design that fits within the existing fabric of the Washington Street corridor and the surrounding Old Town North built environment. The building provides a strong urban street wall that is engaging and interacts with the street and pedestrian realm but does not overwhelm it. The architectural style blends traditional design with modern accents and detailing, which is in the spirit of overall project that includes both a new building and preservation of a historic building.
- ***Promotion of uses and activities which make Old Town North a more lively area including evening hours;*** Expanding the number of hotel rooms in Old Town North will increase the number of visitors to the neighborhood looking for dining and entertainment options during the evening hours. This will strengthen the retail base, and could help to attract additional businesses to the neighborhood that align with this goal.
- ***Creation and reinforcement of a strong and inviting street-scape and a traffic pattern that relates the area visually to the Old and Historic District;*** This proposal will dramatically improve the streetscape on this block of Washington Street and Madison Street. There is currently a narrow concrete sidewalk and grassy strip along both the Washington Street and Madison Street frontages of the property. Additionally, there are two street trees along the entire frontage of the property. The proposal will include eight foot brick sidewalks along the entire street frontage, street furniture such as bicycle racks and a bench, and generous landscaping that will include seven street trees (three along Washington Street, and four along Madison Street). The applicant will also install upgraded ornamental nostalgia lights along North Washington Street in front of the property.

D. Compliance with Urban Design Guidelines of Old Town North

This proposal was presented to the Old Town North Urban Design Advisory Committee (UDAC) at their October 7th and November 21st 2015 meetings. At the November 21st meeting, the UDAC voted to endorse the schematic design of the project with the condition that the applicant continue to work with the BAR and Staff to clarify the design of the north wing. The UDAC also discussed the hyphen element used on the Washington Street façade and felt refinements made to the hyphen from the October meeting to the November meeting based on

UDAC and BAR feedback were generally positive. There was also discussion and concern about the parking reduction, and the window layout in the north wing of the building.

As background, design guidelines for the area were established in 1994, and all developments occurring within the boundaries are required to comply with them. The Urban Design Advisory Committee (UDAC) was established by ordinance to review development plans for compliance with the Urban Design Guidelines of Old Town North. A discussion of the guidelines and how this proposal complies is provided below:

Sense of Place, Arrival, and Community

The guidelines suggest that the *“buildings on Washington Street south of Madison should create a transition into the historic urban fabric of Old Town Alexandria...through scale, materials, architectural details, and compatibility with existing historic structures along Washington Street.”* As discussed, the proposed building is consistent in style, size, and architecture with the neighborhood and the surrounding buildings. The guidelines also suggest that architectural elements be incorporated into buildings at prominent locations. The proposed design places some of the most elaborate architecture elements at the top of the building so they are visible along Washington Street. The cornices and brick detailing at the fifth floor accentuate the richness of the Washington Street façade. In terms of scale, the building steps down as it approaches Madison Street, further reinforcing the sense of arrival into the heart of Old Town, and providing a critical transition from the taller buildings in North Old Town.

Orientation of Buildings to the Street

The guidelines place a significant emphasis on building orientation and creating and maintaining the street wall. As the guidelines suggest, the proposed building is oriented to face North Washington Street. Additionally, the historic row house will be relocated closer to Madison Street to create a street wall and activate that portion of the block. Both the Washington Street and Madison Street facades include ample variation in depth, material, and texture and are designed at a pedestrian-friendly scale with complementary streetscape.

Attractive Pedestrian Environment

As noted earlier, the proposal includes several elements to improve the streetscape at this location. Enhanced landscaping and pedestrian-scale architectural details along the building's frontage will replace surface parking, the narrow concrete sidewalks, and empty grass landscape strips. The design includes a prominent building entrance that is slightly recessed on N. Washington Street to create an active area of arrival. This entry point is accented with a projecting metal canopy element. The pedestrian experience along Madison Street will also undergo improvement from this proposal. Pulling the historic townhouse closer to Madison Street creates a defined pedestrian experience and activates this area. The historic two-level porch along this frontage will be used as a hotel amenity space and provides visual interest and an active use for this long-vacant structure.

Compatible Development

The guidelines highlight the importance of creating compatible development that contributes to the overall sense of community. The proposed hotel continues the existing use on the site and is compatible with the mixed-use nature of the neighborhood. The building's trash, loading and parking will be located off the alley at the rear of the property. With the exception of three parking spaces in the rear of the building, all parking for the hotel will be located underground as prescribed by the guidelines for projects seeking additional FAR. The rooftop mechanical equipment will be screened, subject to review and approval by the Old and Historic Alexandria District BAR. As previously discussed, the proposed building meets the height requirements and steps down to respect the historic structure on the southern portion of the site. Finally, the materials proposed for the building are in keeping with the quality expected on Washington Street.

E. Conformance to City Policies

The proposed development meets several applicable City policies including:

Green Building Policy

The City adopted the Green Building Policy in 2009 which established an expected standard for green building certification for new development. For non-residential developments such as this one, the Policy requires the project to be LEED Silver or an equivalent certification from another third party program. Attainment of LEED Silver or equivalent is included as part of the conditions of approval for this project. The applicant has indicated they will comply with the Policy and the specific third party certification program will be finalized during the final site plan process.

Public Art Policy

In October 2012, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. The contribution can be used for public art on the site or a contribution to further the City's public arts efforts in the neighborhood. If the applicant elects for the monetary contribution option the policy requires a monetary contribution of \$0.30 per gross square foot of development, or approximately \$20,819 for this hotel project. There has also been discussion of possibly integrating the public art component into the windowless north façade of the new hotel. Staff will continue to work with the applicant on the details of the public art component during the final site plan process.

Affordable Housing Policy

The applicant will be providing a voluntary contribution of \$1.89 per square foot of new gross floor area to the City's Affordable Housing Trust Fund. This equates to approximately \$100,822 for the proposed hotel. This contribution is consistent with the "Developer Housing Contribution Work Group Report" accepted by the Alexandria City Council on December 14, 2013 (adjusted to 2015 dollars), and supports the goals and objectives of the City's Housing Master Plan.

F. Special Use Permit Requests

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve special use permits, several of which are requested with this application. The zoning ordinance requires the following provisions be met for approval of an SUP:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;
2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
3. Will substantially conform to the master plan of the city.

A summary of each SUP requested with this application along with a rationale for approval is provided below:

Increase in Floor Area Ratio

As part of this DSUP, the applicant is requesting a Special Use Permit (SUP) to increase the permitted floor area ratio (FAR) on the site. The property is zoned CD-X, Commercial Downtown, which permits an FAR of 1.5, or up to 2.5 with an SUP. As proposed, the new hotel would have an FAR of 2.5. Staff is supportive of this density on the site because it fits with the context of Washington Street and does not overwhelm the adjacent residential areas to the west. There are several examples of similar Floor Area Ratios that have been approved in recent years. The 700 N. Washington Street project, which sits one block south of the Towne Motel was approved in 2013 with an FAR of 2.01. The Saul Center (Trader Joe's building) is approximately one block to the south and was approved in 1998 with an FAR of 2.5. The mass and scale of the proposed hotel blends in well with the existing neighborhood context, and as noted earlier conforms to the master plan for this area of the City. Additionally, the applicant is providing underground parking, which is called for by the Urban Design Guidelines of Old Town North when additional FAR is being sought. Urban Design Guidelines of Old Town North

Parking and Loading Reduction

The Zoning Ordinance requires hotels within Parking District 1 to provide 0.7 parking spaces per hotel room. For this 98 room hotel, a total of 69 spaces would be required. The applicant has requested a special use permit for a parking reduction and has proposed a total of 50 spaces for the site (47 spaces within the garage and 3 surface spaces). This results in a parking ratio of 0.51 spaces per room. The garage would be valet parking only.

To support the request for a parking reduction, the applicant provided a parking study that included an analysis of actual parking demand at three other hotels in Alexandria (Holiday Inn on First Street, Embassy Suites across from the King Street Metro, and Crowne Plaza on N. Fairfax Street). All three hotels had fairly similar parking demand with observed parked ratios of up to 0.32 spaces per room. When taking the occupancy of the hotel at the time of the survey into account, the highest the parking demand was 0.45 spaces per room (observed at the Crowne Plaza). Given that the proposed hotel is within the same area as these hotels, a similar parking

demand would be expected and the proposed 0.51 spaces per room will be sufficient for the development. Furthermore, this parking ratio is consistent with the ratios recently approved for the two hotels along the waterfront.

Also included in the parking study was an analysis of on-street parking conditions within one block of the development site. Occupancy surveys were conducted on a Tuesday and Friday evening, and a Saturday afternoon and evening. During these periods the occupancies ranged between 48-56%, with the peak parking occurring on Saturday afternoon and early evening. While parking for the hotel is intended to occur within the on-site garage, the on-street parking survey indicates that the requested reduction would not negatively impact parking conditions in the neighborhood.

The hotel intends to offer a shuttle service to the Braddock Metro Station and Reagan National Airport, which will allow many guests to arrive without a single occupancy vehicle. Additionally, the hotel is required to participate in a transportation management plan, which will help encourage the employees to use alternate transportation.

The applicant is also requesting a reduction in the number of loading spaces provided. As proposed, the hotel would have one loading space, a reduction in two loading spaces from the zoning ordinance requirement. Similar to the proposed parking numbers, one loading space for an urban hotel of this size is comparable to other hotels in Old Town. The Carr Hotel for example was approved in 2014 with 1 loading space, a reduction of three loading spaces from the Zoning Ordinance requirement. The Prince Street hotel was approved in 2013 with one loading space, a reduction in two loading spaces from the requirement. To date, staff has not received any major complaints related to the loading activities at these hotels. Loading activities will be internal to the site, and not impact traffic flow on Washington Street or Madison Street.

Valet Parking

The applicant has requested an administrative special use permit for an on-site valet operation for the hotel. As mentioned, the garage would be used for valet parking only. This is similar to the Hilton Garden Inn on Prince Street, the Lorian Hotel on King Street and the Hotel Indigo on South Union Street. As with the valet operations approved at other hotels, a series of standard conditions are included to ensure adequate staffing and resources for the operation is maintained. The operation will be evaluated at six months to ensure these conditions are being met and there is not a need for additional parking off-site.

Hotel Use in CD-X Zone

As part of this development proposal, the applicant is also requesting a Special Use Permit to allow a hotel use in the CD-X Zone. As noted earlier, a motel already exists on this site and has been in operation for decades. Staff is supportive of continuing the use on this property, as it provides a mix of uses in this neighborhood which is a goal of the Small Area Plan. Additionally, with direct access to the George Washington Parkway, the site is only minutes away from downtown Washington and Reagan National Airport, making it particularly attractive as a hotel site.

Transportation Management Plan

The applicant is required to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). To support the TMP, the applicant has agreed to the City's standard TMP rates, which are currently \$41.21 per hotel room per year to be contributed to the City's TMP fund.

The TMP will require a coordinator to implement and oversee the TMP program for the facility. The TMP requires annual reporting and surveys. Specific elements of plan implementation are included in the conditions and allow for flexibility based on the needs and interests of the employees and guests.

G. Modifications

As part of this DSUP, the applicant is requesting two modifications to the Zoning Ordinance relating to zone transitions, and canopy coverage requirements. Pursuant to Section 11-416, the Planning Commission may approve these modifications if they determine that such modifications are (1) necessary or desirable to good site development, (2) that specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which the modification is sought and (3) that such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

Zone Transition Setback

As part of this project, the applicant is requesting a modification to the zone transition setback requirement for this property. The required side yard setback of the proposed hotel from the adjacent RB zone line per section 7-902(A) of the Zoning Ordinance is equal to the height of the structure, which in this case is 50 feet. The setback ratio as defined in the zoning ordinance is used when measuring this setback distance. The setback required for this zone transition is equal to the height of the structure; therefore a 45 degree angle from the zone transition line is used to evaluate which portions of the proposed building would require a setback modification. The setback in question is considered to be in a side yard because this is a corner lot, which has two front yards and two side yards. This regulation was put in place to provide adequate buffering between residential and commercial uses. The applicant is proposing a 13.2 foot setback, a reduction of 36.8 feet.

Staff supports this modification because the proposed positioning improves the pedestrian realm on this block, allows for an efficient site design, and utilizes underground parking. In terms of the current context, many of the existing commercial buildings on this stretch of Washington Street extend very close to the zone transition line so a new structure in this location would not alter the existing development pattern of this corridor. For example, the four-story Madison Building, located directly across Madison Street from the site is setback approximately 15 from the zone transition line. Additionally, the 48 foot tall mixed-use project recently approved at 700 N. Washington Street and just one block from the site will have a 26 foot setback from the zone transition line. The existing Towne Motel building on the subject site extends all the way to the

zone transition line, so the proposed 13 foot setback will provide some visual relief from the current conditions on the site. Additionally, the properties directly adjacent to the rear of the proposed building are currently vacant so if they are eventually redeveloped, the building footprints will also be carefully evaluated to maintain adequate zone transition.

Canopy Coverage

The applicant has requested a modification to the 25 percent canopy coverage requirement. A development on a lot this size would be required to provide approximately 4,939 square feet of tree canopy, which could equate to four large shade trees or 10 medium ornamental trees. In this instance, the property is a fairly small corner lot in an urban environment and the proposed building occupies much of the site. The applicant is proposing one large shade tree and one medium shade tree with a variety of shrubs on site. This equates to approximately 11 percent canopy coverage or 2,166 square feet, a reduction of 2,773 square feet from the canopy requirement. In lieu of on-site plantings, the applicant has requested the option to make a contribution to the City's Living Landscape Fund. It should also be noted that the applicant will be installing seven street trees adjacent to the site; three along Washington Street, and four on Madison Street. This is an upgrade from the existing conditions particularly along North Washington Street where only one street tree exists today in front of the property. While these new trees will not count towards on-site crown coverage, they will increase the overall crown coverage for the City and fill in gaps in the tree canopy of the street wall.

H. Pedestrian and Streetscape Improvements

The redevelopment proposal includes improvements to the public realm, in the form of streetscape and sidewalk enhancements that will benefit the City. The current stretches of sidewalk along the north side of Madison Street and east side of North Washington Street surrounding the site are five foot wide concrete panels, with a 10 foot wide planting strip. The applicant will replace the concrete sidewalks with 8 foot wide brick sidewalks along Madison Street and North Washington Street north of the primary building entrance (along with a wide landscape strip). Southward from the building entrance to the southern end of the block, North Washington Street will have a brick sidewalk as wide as 20 feet in areas near the hotel entrance to accommodate pedestrian traffic. The bricks are City Standard, laid in a running bond pattern.

The street frontage along North Washington will be subject to several infrastructure improvements, including bus stop signage, a bench, three bicycle racks, and three new "nostalgia" street lights. The ADA-compliant concrete apron at the corner of N Washington and Madison Streets will remain.

The streetscape along Madison will see a vast improvement from its current condition, with overgrown shrubbery and an uninviting street frontage replaced by brick sidewalks and a streetscape that is enhanced from the southern site frontage. This is accomplished through the use of planting areas that line the southern edge of the site, as the brick sidewalk along Madison will be buffered by greenery on both sides. A six foot walkway lined with pavers will provide

pedestrian access from Madison to the back of the building, further helping to integrate the site with the adjoining sidewalks.

The site will benefit from the placement of street trees along the planting strip, and shrubbery in areas adjacent to the building. The Applicant proposes to plant 4 willow oak trees in the planting strip along Madison Street, and 3 London plane trees in the planting strip along N. Washington Street. Two trees will be planted on the site in planting areas adjacent to the southern frontage: an American linden and American yellowwood. Various shrubs and smaller plantings will complement the trees in the planting areas adjacent to Madison Street.

The benefits of the improved and beautified streetscape along Madison and N. Washington Streets will be an enhanced pedestrian space that will encourage increased activity along the sidewalks of these streets. The improvements will lead to better connections for hotel visitors, employees and area residents to retail amenities in Old Town, North Old Town, and Braddock East neighborhoods, as well as the Braddock Road Metrorail station.

I. Traffic

Wells and Associates performed the Traffic Impact Study for 801 North Washington Street. The traffic generated by this site is expected to be low with 34 AM peak hour net new trips, 40 PM peak hour net new trips and 556 total new daily trips. The traffic projections assume a 10 percent non-auto reduction based on the proximity to the Braddock Road Metrorail Station and the 2005 WMATA Ridership Survey. The future background traffic was derived assuming a 0.5 percent background traffic growth plus the new traffic generated by the following nearby developments:

- Robinson Terminal North
- Robinson Terminal South
- 1101 N. Washington St (Old Colony Inn)
- 530 First Street (VABC/Giant)
- 220 S. Union St (Carr Hotel)
- Slater's Lane Nordic Press Building
- 1333 Powhatan St
- 1505 Powhatan St

The following tables illustrate the changes in level of service at key intersections.

AM Peak

Intersection	Existing Conditions	2018 Background	2018 with Development
Montgomery St and N. Columbus St	B	A	A
Montgomery St and N. Washington St	C	C	C
Madison St and N. Columbus St	B	B	B
Madison St and N. Washington St	B	C	C

Wythe St and N. Washington St	C	C	C
Site Driveway and N. Washington St	A	A	A
Site Driveway and Madison St	N/A	N/A	A

PM Peak

Intersection	Existing Conditions	2018 Background	2018 with Development
Montgomery St and N. Columbus St	A	A	A
Montgomery St and N. Washington St	B	C	C
Madison St and N. Columbus St	B	B	B
Madison St and N. Washington St	A	A	A
Wythe St and N. Washington St	B	B	B
Site Driveway and N. Washington St	A	A	A
Site Driveway and Madison St	N/A	N/A	N/A

The proposed redevelopment of 800 North Washington Street from a 26 room motel into a 98 room hotel does not impact traffic based on the study prepared by Wells and Associates. This is a small site which will not be a major traffic generator. Staff worked with the applicant to properly locate the site driveways and guest drop off area to minimize impacts to both vehicular and pedestrian traffic. Additionally, the alley for the project is being designed so that it can eventually expand into a full two-way alley that connects Montgomery and Madison Street on this block, which will improve connectivity in the neighborhood.

The applicant will be participating in the City's Transportation Management Plan (TMP) program which will also help to reduce traffic impacts. The TMP focuses on encouraging alternate means of transportation other than single occupant vehicle use, with particular emphasis on encouraging walking, bicycling and mass transit during the AM and PM weekday peak hours.

J. Transit

This site is well served by public transit. The Braddock Road Metro Station is within walking distance, and the site is within a half of a mile and both WMATA and DASH bus service areas. It is unlikely that guests will arrive by transit but it's very possibly they will use transit once they are checked in as the applicant intends to offer a shuttle service to the metro for guests. Metro bus service is provided by lines 9A, 10 ABR, and 11Y which run along Washington Street. Line 9A operates seven days a week and provides bus service between the Huntington and Pentagon Metrorail stations. Line 10ABR operates seven days a week and provides service from Huntington Point to the Pentagon and Ballston Metrorail stations. Line 11 Y operates Monday through Friday and provides service from Mount Vernon to Potomac Park in Washington, D.C.

Dash lines AT2, AT5 and AT8 operate within one block of the site. AT2 provides service from Landmark Plaza to the Braddock Road Metrorail station. The AT5 line provides service from the Van Dorn Metrorail station to the Braddock Road stations. The AT8 line provides service from the Van Dorn Metrorail station to Old Town.

V. COMMUNITY

The applicant participated in a variety of community engagement platforms for this project. As noted earlier, the project was presented to the Old and Historic Alexandria District Board of Architecture Review on three separate occasions (June 17, 2015, September 2, 2015, and November 4, 2015). The project was also presented twice to the Old Town North Urban Design Advisory Committee (October 7, 2015 and November 21, 2015). All of these meetings are open to the public and members of the community were present at these events. Topics of discussion raised by these boards and the community included the architectural elements and features of the proposal, site design, parking, and traffic.

In addition to meeting with the BAR and UDAC the applicant held two community meetings (June 10, 2015 and October 15, 2015). Community groups from the surrounding neighborhood were invited to participate in these open discussions. The applicant reached out to the following groups regarding the meetings; Old Town Civic Association, NOTICE, the 900 N. Washington Street Condo Association, and the Old Town North Civic Association. Topics of concern included the overall mass of the building, the conformance to the Washington Street Standards, and the requested parking reduction. City staff were present at all meetings and have worked with the applicant to address many of these concerns.

VI. CONCLUSION

Staff recommends approval of the development site plan and modifications and all associated special use permits subject to compliance with all applicable codes and the following staff recommendations.

Staff: Karl Moritz, Director, Planning and Zoning
Robert M. Kerns, AICP, Chief, Development Division
Dirk H. Geratz, AICP, Principal Planner, Development Division
Ryan Price, Urban Planner, Development Division

VII. GRAPHICS

Site plan with surrounding context



Perspective heading south on Washington Street



Perspective heading north on Washington Street



Washington Street Elevation



Madison Street Elevation



Rear Elevation



North Elevation



Height Context Map



VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated October 30, 2015 and comply with the following conditions of approval.

A. *PEDESTRIAN/STREETSCAPE:*

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all brick sidewalks to City standards including but not limited to the City's Memos to Industry 05-08 and 01-13. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) for the crossing at the southeast corner of the site (Madison Street and North Washington Street). Curb ramps shall be perpendicular to the street to minimize crossing distances. The installation of the curb ramps shall not require the relocation of existing storm sewer infrastructure, manholes, utility poles or traffic poles. Any changes must be approved by the Director of T&ES.
 - g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - h. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
 - i. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.
- *** (P&Z)(RP&CA)(T&ES)

B. PUBLIC ART:

3. Per the City's Public Art Policy, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA)(P&Z)
 - a. If the applicant opts for the on-site public art option, the next submission shall identify the location, type and goals for public art. Prior to release of the final site plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA)(P&Z) *, ***

C. OPEN SPACE/LANDSCAPING:

4. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth . The plan shall

identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.

5. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff.
(Code Administration) (P&Z)(RP&CA)
6. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles (RP&CA)(P&Z)(T&ES)
7. Provide material, finishes, and architectural details for all decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES.
(RP&CA)(P&Z)(T&ES)

D. TREE PROTECTION AND PRESERVATION:

8. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated October 30, 2015 and reduced if possible to retain existing trees and grades, as applicable.
(P&Z)(RP&CA)

E. BUILDING:

9. The building design, including the quality of materials, and final detailing, shall be consistent with the elevations dated October 30, 2015. (P&Z)

10. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of $\frac{1}{4}'' = 1'$. (P&Z)
11. Building materials, finishes, and relationships shall be subject to review and approval by the Old and Historic Alexandria District Board of Architectural Review (BAR) and the Department of Planning and Zoning for substantial conformance to the preliminary plan and the BAR Certificate of Appropriateness. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first final site plan and as part of the BAR approval of a Certificate of Appropriateness. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)(BAR)
12. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver (or equivalent) to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.

- e. Failure to achieve LEED Silver (or equivalent) for the hotel project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES)
- 13. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
- 14. Energy Star labeled appliances shall be installed in all units. (T&ES)
- 15. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
- 16. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)
- 17. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

F. SIGNAGE:

- 18. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The coordinated sign plan must be reviewed and approved by the Old and Historic Alexandria Board of Architectural Review (BAR). The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and/or RP&CA, and T&ES.*

19. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

G. HOUSING:

20. A voluntary contribution of \$100,822 to the Housing Trust Fund is consistent with the conclusions of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council in December 2013.

H. PARKING:

21. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
 - a. All parked vehicles shall be prohibited from encroaching on the proposed streets, pedestrian walkways, or emergency vehicle easements.(P&Z)(T&ES)(Code Administration)
22. Locate a minimum of 47 valet parking spaces in the underground garage (P&Z)(T&ES)
23. Provide 12 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the final site plan. Bicycle parking must be installed and operational prior to first CO. *** (T&ES)
24. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
 - a. General project information/summary and development point of contact.
 - b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
 - c. Total capacity and a breakdown of parking types by uses (standard, compact, tandem, accessible, etc.).
 - d. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
 - e. Information on the location of any carshare vehicle or electric vehicle spaces.

- f. A description of and plan showing access control equipment and locations.
 - g. An explanation of how the garage will be managed. Include information on access for residential and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - h. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - i. Information about valet operations, including drop-off/pick-up location, management, hours, etc.
 - j. How rates will be determined and details of validation program if proposed.
 - k. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)
25. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. (P&Z)(T&ES)
26. An on-site valet parking operation is permitted for the underground garage. The valet parking shall be reviewed within six months of operation by the Directors of P&Z and T&ES to determine compliance with the conditions herein and all applicable codes and ordinances. Subsequent to the initial six-month review, if no changes are required to the program, further reviews will be scheduled annually or as-needed by the Directors of P&Z and T&ES to determine that the valet parking program is operating in compliance with this approval. As part of the initial or subsequent reviews under this paragraph, the Directors may require the operator to adjust the features of the program.
- a. In the event the initial six month or subsequent annual reviews demonstrate the need for additional parking, the applicant shall obtain administrative approval for off-site valet parking and secure an agreement(s) with nearby off-site garages to accommodate overflow vehicles to the satisfaction of the Directors of P&Z and T&ES. No surcharge or additional fee beyond the customary valet parking fee shall be charged to guests if vehicles must be parked at an off-site valet location. (P&Z)(T&ES)
27. The valet parking zone shall occur on-site unless an area within the public right of way is approved by the Traffic and Parking Board. (P&Z)(T&ES)
28. The valet operator shall provide sufficient staff and resources to operate the valet service safely and effectively. Double-parking, staging within the right-of-way, and storage of vehicles in locations other than designated facilities shall be considered indicators of inadequate staff to meet vehicle volumes. If any of the above conditions are observed, the Directors of P&Z and T&ES shall require

additional staffing and/or resources necessary to comply with this condition.
(P&Z)(T&ES)

29. The valet parking operator shall record the number of vehicles using valet service, keep an ongoing written log, and make the log available to the City upon request to provide data for City parking studies. (P&Z)(T&ES)

I. TRANSPORTATION MANAGEMENT PLAN:

30. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. (T&ES)
31. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to encourage participation and inform residents and tenants about benefits available to them. *** (T&ES)
32. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development shall be \$82.42 per residential unit, \$0.21 per square foot of retail space, \$0.26 per square foot of commercial space, \$41.21 per hotel room and \$0.10 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES)
33. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

J. BUS STOPS AND BUS SHELTERS:

34. Show all existing and proposed bus stops with associated features, to include benches in the vicinity of the site on the final site plan. Any proposed features shall be ADA compliant. The final bus stop design shall meet City standards and the approval of the Director of T&ES. (T&ES)
35. The relocated bus stop on North Washington Street at Madison Street shall meet ADA requirements and City Standards per the following:
 - a. Install an unobstructed ten (10) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The unobstructed loading area should be at the front of the boarding zone and accessible from a transit shelter (if present or if installed) and adjacent sidewalk. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2 percent. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
 - b. Create a 120 foot "No Parking, Bus Stop Zone" for the relocated bus stop. (T&ES)
36. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
 - a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
 - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
 - c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify
 - d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
 - e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

K. SITE PLAN:

37. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
38. Submit the plat of consolidation and all applicable easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan.* (P&Z)(T&ES)
39. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)
40. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)(BAR)
41. The existing street lights located on N Washington Street frontage shall be replaced with Nostalgia type lights per the Washington Street Standards and as approved by US Parks Services. The applicant, submitting engineer, staff, and Dominion Virginia Power will work together to finalize the design and construction/replacement of these lights through the Final Site Plan Approval process. The lights are currently not accepted by Dominion Virginia Power, and if the lights are not accepted at the time of the final site plan, the electrical/lighting design shall include a meter with appropriate screening. Such screening may require review and approval by the Board of Architectural Review * (T&ES)(P&Z)
42. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:

- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information. If a separate meter is required for street lights, it should be located discreetly and appropriately screened, with final approval by the BAR/BAR staff.
- b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
- d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
- h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
- i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- j. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
- l. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
- m. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(BAR)

43. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

L. CONSTRUCTION MANAGEMENT:

44. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, review and acceptance of environmental reports, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.* (T&ES)
45. Submit a construction management plan to the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - b. Include an overall proposed schedule for construction;
 - c. Include a plan for temporary pedestrian circulation;
 - d. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
46. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50 percent of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.

- c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
- 47. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
- 48. No major construction staging shall be allowed within the public right-of-way on North Washington Street. Requests for staging on Madison Street will be reviewed during the permitting application process. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
- 49. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop on North Washington Street, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
- 50. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
- 51. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
- 52. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
- 53. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to

residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)

54. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
55. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)
56. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
57. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

M. WASTEWATER / SANITARY SEWERS:

58. The project lies within the Combined Sewer System (CSS) area district, therefore, stormwater management and compliance with the state stormwater quality and quantity requirements and the City's Alexandria Water Quality Volume Default shall be coordinated with the City's CSS Management Policy. (T&ES)
59. The project lies within the Combined Sewer System (CSS) area; therefore, the applicant shall be required to comply with the CSS Management Policy requirements set forth in Memo to Industry 07-14, effective July 1, 2014. Staff

has determined that there is no public storm sewer available to separate the storm water; therefore, the applicant shall implement either Option B and retain 50% of storm water on site or Option C and contribute to the Combined Sewer Separation fee at the rate of \$200,000.00 per acre and pay the sanitary sewer connection fee. (T&ES)

60. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)

N. RESOURCE RECOVERY:

61. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of two (2) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)
62. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of two (2) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

O. STREETS / TRAFFIC:

63. The applicant shall reserve a minimum of ten feet of the rear (north / south) driveway, abutting the western property line, as part of a future 20-foot wide north / south public alley. The subject property owner shall grant a ten foot minimum public access easement to the City within six months of the City's written request. (P&Z)(T&ES).
64. Preferably a separation of 150 feet, with a minimum of 100 feet between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)
65. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria

standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

66. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
67. Show turning movements of standard vehicles in the parking structure. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
68. For garage slopes 10 percent and greater, provide trench drain connected to a storm sewer or other improvements to eliminate or diminish the possibility of ice forming. (T&ES)
69. Furnish and install two 3 inch conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks around the perimeter of the site on Madison Street and North Washington Street. These conduits shall terminate in an underground junction box at each corner of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

P. UTILITIES:

70. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
71. No transformers and switch gears shall be installed in the public right of way. (T&ES)

Q. SOILS:

72. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

R. WATERSHED, WETLANDS, & RPAs:

73. The stormwater collection system is located within the Potomac River watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
74. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA as well as the total geographic extent of the

RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

S. *STORMWATER MANAGEMENT:*

75. Since the discharge in the public storm sewer is increased as a concentrated flow from the predevelopment conditions, provide detention for 10% of the predevelopment storm water flow. *(T&ES)
76. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
77. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
78. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. ***** (T&ES)
79. Submit two originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The

agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

80. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
81. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)
82. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

T. CONTAMINATED LAND:

83. Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)
84. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity

- of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
- b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
85. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the final site plan. (T&ES)
86. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

U. NOISE:

- 87. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
- 88. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 PM and 7:00 AM. (T&ES)

V. AIR POLLUTION:

- 89. If fireplaces are constructed in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
- 90. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
- 91. No material may be disposed of by venting into the atmosphere. (T&ES)
- 92. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

W. CONTRIBUTIONS:

- 93. The applicant shall contribute \$20,000 to the city prior to Final Site Plan release for system-wide station implementation and/or expansion of existing Bikeshare stations. (T&ES)
- 94. Provide a fee in lieu to the City's Landscape Fund to comply with the 25% tree crown coverage not met on-site as required by the Zoning Ordinance. The fee shall equal the cost and quantity of trees in the City Landscape Guidelines. (P&Z)(RP&CA)*

X. ARCHAEOLOGY:

- 95. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The

language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

96. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

- F - 1. This project falls within an area of Washington Street preliminarily identified in the Draft Streetscape Enhancements on Washington Street created during the Old Town North Small Area Plan Update charrette that occurred in November 2015. Coordinate with the plan to the greatest extent possible through the final site plan process.
- F - 2. If the existing street tree on North Washington Street just north of the site needs to be removed due to proximity to the proposed curb cut, coordinate with City Staff and the City Arborist on replacing the tree elsewhere in the public right-of-way along North Washington Street or in another appropriate location.
- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)
- C - 3 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

Transportation and Environmental Services

- F - 1. The applicant currently shows three non-sheltered bicycle racks in the public right-of-way. Per the City's "Rules and Regulations Establishing the Dimensional and Equipment Standards for Bicycle Parking Areas," the applicant will need to provide a minimum of six bicycle racks that comply with the aforementioned standards. Staff recommends the consideration of additional Class 2 bicycle parking in the garage; however, additional Class 3 bicycle parking is acceptable. (T&ES- Transportation Planning)
- F - 2. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 3. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 4. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 5. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 6. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 7. Asphalt patches larger than 20 percent of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)

- F - 8. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18 inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15 inches. The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 9. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inches or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 10. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 11. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure

- tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)
- F - 12. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 13. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 14. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 15. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 16. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 17. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 18. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)
- F - 19. The following notes shall be included on all Maintenance of Traffic Plan Sheets:
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from

Transportation and Environmental Services (T&ES) at the time of permit application.

- c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. * (T&ES)

F - 20. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the water quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-114 (F) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Floodplain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

- C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII Environmental Management Ordinance. (T&ES)
- C - 8 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14 New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014. The sanitary sewer adequate outfall analysis is required as part of the Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria (T&ES)
- <http://alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf>
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's

Resource Recovery Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

- C - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Resource Recovery Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/resource recovery or by calling the Resource Recovery Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. T&ES requires that initial site survey work and plans be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is required to prepare plans in this format including initial site survey work. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the

satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
 - a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.

Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :

- d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default (WQVD) and stormwater quantity management for channel protection and flood protection. The WQVD is calculated independently of the treatment volume calculated in the Virginia Runoff Reduction Method (VRRM) spreadsheet. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one (1) acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)
- C - 28 A complete Stormwater Pollution Prevention Plan (SWPPP) Book must be provided with the Final #1 submittal. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP must be provided with the Mylar submission and the coverage letter must be copied onto the plans with the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder must accompany the construction drawings onsite (T&ES-Storm)

VAWC Comments:

- F-1. Keep minimum 5' horizontal clearance between water and sanitary sewer service lines.

AlexRenew Comments:

- F-1. ARenew has no comments.

Health Department

- C - 1 An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Permit application and fee are required.
- C - 2 Construction plans shall be submitted to the Health Department located at 4480 King Street and the Multi-Agency Permit Center. Construction plans shall be submitted and approved by the Health Department prior to construction. There is a \$40.00 plan review fee payable to the Alexandria Health Department
- C - 3 Construction plans shall comply with State Code 35.1, Hotels, Restaurants, Summer Camps and Campgrounds. Construction plans shall include equipment specification sheets including hot water information.

Fire Department

- F-1 All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

Code Administration (Building Code):

- F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.

- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

- R - 1. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

- R - 2. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

- R - 3. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

- R - 4. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 5. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 6. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2015-0004

Project Name: 802 N. Washington Street

PROPERTY LOCATION: 802-808 N. Washington Street

TAX MAP REFERENCE: 054.04-02-07 & -06

ZONE: CDX

APPLICANT:

Name: Shakti, LLC

Address: 808 N. Washington Street, Alexandria, VA 22314

PROPERTY OWNER:

Name: Shakti, LLC

Address: 808 N. Washington Street, Alexandria, VA 22314

SUMMARY OF PROPOSAL Request for approval of the redevelopment of the Towne Motel, including relocating existing historic townhouse, demo of the existing motel and building a new hotel, while incorporating the historic house into the new structure.

MODIFICATIONS REQUESTED Rear Yard modification for zone transition line from 50 to 12 feet.

SUP's REQUESTED Increase in FAR to 2.5, Hotel Use, a parking reduction and for all valet parking in the underground garage.

[x] **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

[x] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[x] **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Mary Catherine Gibbs, Hart, Calley, Gibbs & Karp, P.C.

Print Name of Applicant or Agent

307 N. Washington Street

Mailing/Street Address

Alexandria, VA 22314

City and State Zip Code

Signature

703-836-5757

Telephone #

mcg.hcgk@verizon.net

Email address

August 13, 2015

Date

703-548-5443

Fax #

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is: (check one)

☒ the Owner ☐ Contract Purchaser ☐ Lessee or ☐ Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

Rajnikant Patel - 4892 Annamohr Dr., Fairfax, VA 22030 - 50%

Bharti Patel - 4892 Annamohr Dr., Fairfax, VA 22030 - 50%

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

☒ **Yes.** Provide proof of current City business license.

☐ **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Rajnikant Patel	4892 Annamohr Dr., Fairfax, VA 22030	50%
2. Bharti Patel	4892 Annamohr Dr., Fairfax, VA 22030	50%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 802-808 N. Washington St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Same as above		
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Rajnikant Patel	None	
2. Bharti Patel	None	
3. Shakti, LLC	None	

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

8/13/15

Date

Mary Catherine Gibbs

Printed Name

Mary Catherine Gibbs/CHP
Signature

2. **Narrative description.** The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

The Applicant, the owners of the Towne Motel and the historic townhouse immediately adjacent to it, are seeking to redevelop the property, and renovate the existing townhouse and incorporate it into a new hotel building. The proposal, which has been heard in concept by the BAR for the Old and Historic District, seeks to demolish the existing motel, built in 1955, and relocate the townhouse approximately 20 feet south of its current location, and build a new hotel with approximately 98 rooms, some of which will be located in the townhouse itself. The BAR approved the demolition of the motel building and the relocation of the townhouse at its meeting on June 18th. At that same meeting, the BAR endorsed the height, scale, mass and general architectural character of the new construction.

The proposal also includes an underground garage accessed at the rear of the new hotel. The vehicular access is from N. Washington Street, to access the garage along a new 10' alley that the applicant will provide from its property. The City's goal is that when the adjacent parcel to the west redevelops, that an additional 10 feet of an alley will also be provided on that property, creating a true, mid-block alley in the future. All parking spaces in garage will be access via a valet parking service. The request includes a parking reduction from the code required 69 spaces for 98 rooms, to the 50 spaces provided.

For more specifics on the proposal and the design of the hotel proposal, please see the attached plans.

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

24 hours a day, 7 days a week, typical for a hotel w/ 98 rooms.

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

Approximately 20 employees, in three shifts, am/pm/overnight.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
7 Days	24 Hours		

6. Describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

Typical noise from a hotel of this size.

B. How will the noise from patrons be controlled?

The majority of the hotel noise will occur inside the hotel, and all the vehicular service by the valet will occur either in the rear surface court, or on Madison Street, if a valet drop-off area is approved.

7. Describe any potential odors emanating from the proposed use and plans to control them:

N/A

8. Provide information regarding trash and litter generated by the use:

- A. What type of trash and garbage will be generated by the use?

Typical type from a hotel of this size.

- B. How much trash and garbage will be generated by the use?

Typical amount from a hotel of this size.

- C. How often will trash be collected?

Weekly or more on an as-needed basis.

- D. How will you prevent littering on the property, streets and nearby properties?

Hotel staff will be charged with monitoring the site for refuse from the hotel.

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

☐ Yes. ☒ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?

☒ Yes. ☐ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Cleaning solutions to clean hotel rooms, restrooms and common areas.

11. What methods are proposed to ensure the safety of residents, employees and patrons?

The hotel will have typical security measures for a hotel of this size and the garage will only be accessible by the valets.

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine or mixed drinks?

☐ Yes. ☒ No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

69

B. How many parking spaces of each type are provided for the proposed use:

<u>18</u>	Standard spaces	16 Valet
<u>11</u>	Compact spaces	2 Valet
<u>3</u>	Handicapped accessible spaces	
<u> </u>	Other	

50 Total

- C. Where is required parking located? (check one) ☒ **on-site** ☐ **off-site**

If the required parking will be located off-site, where will it be located?

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 3
- B. How many loading spaces are available for the use? 1
- C. Where are off-street loading facilities located?
At the rear of the building, on the north side of the lot, screened from the drive aisle and properties to the north.
- D. During what hours of the day do you expect loading/unloading operations to occur?
7 am to 7 p.m.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Once a day, or more as necessary for typical hotel of this size.

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access is adequate.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

- 1. Describe the requested parking reduction.** (e.g. number of spaces, stacked parking, size, off-site location)

From 69 spaces to 50 spaces.

- 2. Provide a statement of justification for the proposed parking reduction.**

The number of spaces is justified by the typical usage of parking for a hotel of this size. The hotel is located in close proximity to National Airport, and about 10 blocks from the Braddock Metro. Many guests will utilize cabs/uber/lyft. Please see the parking study for further justification.

- 3. Why is it not feasible to provide the required parking?**

To provide only one level of underground parking, the maximum number of spaces that can be provided is 50. Adding another parking level underground makes the project infeasible.

- 4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?**

☐ Yes. ☒ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a **Parking Management Plan** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

VALET PARKING

Zoning Ordinance Section 11-513(N)

Qualify for Administrative Review?Will the proposed valet parking be located in the King Street Overlay zone? ☐ Yes ☒ No

If yes, the business qualifies for administrative review. If no, speak to P&Z staff about the full SUP process.

WORKSHEET – Answer each question. Attach a separate sheet of paper if necessary.**VALET PARKING PLAN**

Please provide a copy of the plan with your application.

A detailed plan must be submitted showing and explaining all components of the valet parking, including at least the following:

- (a) The location of the drop off area as well as the location for the parked vehicles to be stored;
- (b) The proposed days and hours of operation of the valet parking plan;
- (c) The number of spaces available at the vehicle storage site, which must be of sufficient capacity for the use or uses from which vehicles will be valeted;
- (d) Adequate assurance that the owner and operator of the vehicle storage site is agreeable to the proposed valet plan;
- (e) The size and design of the drop off site and identification of any on street parking spaces that will be lost during the period that the valet parking plan is in effect, such spaces to be kept to a minimum;
- (f) Demonstration that the location of the drop off site will not interfere with traffic, remaining parking, bus stops, or transit passengers or pedestrians;
- (g) The proposed graphics for the drop off site, including signage and uniformed staff, with sufficient visibility but designed to be compatible with the streetscape as determined by the director;
- (h) The proposed number of attendants, which must be sufficient to adequately staff the operation; and
- (i) If the proposed valet plan includes more than one business, the identity of the party or entity responsible for compliance with the approved valet parking plan.

LOCATION OF STORED VEHICLES

Vehicles may not be parked or temporarily stored by an attendant on streets or sidewalks.

Where will the parked vehicles be stored? On site, in underground garage solely accessed by valet operators.

SHARED PARKING PROGRAM

No structures are permitted in conjunction with a valet parking program, unless associated with a shared parking program among several businesses, and only after the design is reviewed for comment by the Old and Historic Alexandria District Board of Architectural Review. Please review Section 11-513 (N) of the Zoning Ordinance for more detail.

Are any structures proposed as part of the valet parking program? No.



If so, please include a detailed description and plan for the structure with your application. Attach a separate sheet, if necessary.

Is the program part of a shared parking program with other businesses? No.



If so, please describe the program and identify the other businesses to be included. Attach a separate sheet.

Complete the Administrative Special Use Permit Application on the following pages.



DSUP # 2015-0004

Administrative Special Use Permit Application

PROPERTY LOCATION: 802-808 N. Washington Street

ZONE: CDX

TAX MAP REFERENCE: 054.04-02-07 & -06

APPLICANT'S INFORMATION:

Applicant: Shakti, LLC

Business/Trade Name: _____

Address: 808 N. Washington Street, Alexandria, VA 22314

Phone: 703-836-5757

Email: JOHN.DOE@THEREALDOE.COM

PROPOSED USE:

☐
☐
☐
☐
☐
☒

Day Care Center
Light Auto Repair
Overnight Pet Boarding
Outdoor Garden Center
Catering Business
Valet Parking

☐
☐
☐
☐
☐
☐

Restaurant
Outdoor Dining (exclude King Street Retail)
Live Theater
Outdoor Food and Crafts Market Center
Outdoor Display
Massage Establishment

Please read and sign after the statement:

I have read and understand the general standards and the requirements for the use for which I am applying and have attached the Worksheet for the use.

Signature: *Robert*

Please submit the following with this application form:

Site Plan - At a minimum, show and label the subject property, surrounding buildings, and streets. Show, label and give dimensions for all parking spaces, entrances and exits, and trees and shrubbery.

Floor Plan - At a minimum, show and label all interior features inside and outside seats, tables, counters, equipment, etc. as appropriate to the use. Show, label and give dimensions for all entrance and exit doors and windows, rooms/areas, staircases, elevators and bathrooms.

Worksheet for specific use from Checklist and Worksheet package.

PROPERTY OWNER'S AUTHORIZATION

As the property owner, I hereby grant the applicant use of 802-808 N. Washington Street
(property address), for the purposes of operating a valet parking with new hotel (use)
business as described in this application.

I also grant permission to the City of Alexandria to visit, inspect, photograph and post placard notice on my property.

Name: Rajnikant Patel, Member, Shakti, LLC

Phone: 571-232-9048

Address: 4892 Annamohr Dr., Fairfax, VA 22030

Email: townemotel808@gmail.com

Signature: *Rajnikant Patel*

Date: 08/10/15

1. The applicant is the (check one):

☒
☐
☐
☐

Owner
Contract Purchaser
Lessee or
Other: _____

of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner and the percent of ownership.

Rajnikant Patel - 4892 Annamohr Dr., Fairfax, VA 22030 - 50%

Bharti Patel - 4892 Annamohr Dr., Fairfax, VA 22030 - 50%

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

☒ Yes. Provide proof of current City business license

☐ No. The agent shall obtain a business license prior to filing application, if required by the City Code.

USE CHARACTERISTICS

2. Please give a brief statement describing the use:

The new hotel is looking to utilize valet parking for all of its parking in the proposed underground garage. The garage will be accessed along the rear alley of the property. No other parking will be permitted in the garage.

3. Please describe the proposed hours of operation:

Days	Hours
Daily	24/7

Or give hours for each day of the week

Monday	
Tuesday	
Wednesday	
Thursday	
Friday	
Saturday	
Sunday	

4. Please describe the capacity of the proposed use:

A. How many patrons, clients, pupils and other such users do you expect? Specify time period (i.e., day, hour, or shift).

The proposal is for a 98 room hotel, so the typical number of guests of a hotel of that size.

B. How many employees, staff and other personnel do you expect? Specify time period (i.e., day, hour, or shift).

The valet operation will have typically 2-3 employees on a regular 8 hour shift, am/pm/overnight.

5. A. How many parking spaces of each type are provided for the proposed use:

47	Standard and compact spaces
3	Handicapped accessible spaces
	Other
50	Total

B. Please give the number of:

Parking spaces on-site 50

Parking spaces off-site _____

If the required parking will be located off-site, where will it be located?

6. Please provide information regarding loading and unloading for the use:

A. How many loading spaces are available for the use?

Three for the valet operation.

B. Where are off-street loading spaces located?

In the court at the southwest corner of the site.

C. During what hours of the day do you expect loading/unloading operations to occur?

NA

D. How frequently are loading/unloading operations expected to occur per day or per week?

NA

7. If any hazardous materials or organic compounds (for example paint, ink, lacquer thinner, or cleaning or degreasing solvent), as defined by the state or federal government, will be handled, stored, or generated on the property, provide the name, monthly quantity, and specific disposal method below:

NA

SUP #

APPLICANT'S SIGNATURE

Please read and initial each statement:

Initial: MCg/CHP THE UNDERSIGNED, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Initial: MCg/CHP THE UNDERSIGNED, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Mary Catherine Gibbs

Print Name of Applicant or Representative

Mary Catherine Gibbs/CHP
Signature

8/13/15

Date

If this application is being filed by someone other than the business owner (such as an agent or attorney), please provide the information below:

Representative's Address: 307 N. Washington St.
Alexandria, VA 22314

Phone: 703-836-5757

Email: mcg.hcgk@verizon.net

Fax: 703-548-5443



APPLICATION SPECIAL USE PERMIT

SPECIAL USE PERMIT # TMP SUP #2015-0124

PROPERTY LOCATION: 802-808 N. Washington St.

TAX MAP REFERENCE: 054.04-02-07 & -06

ZONE: CDX

APPLICANT:

Name: Shakti, LLC

Address: 808 N. Washington Street, Alexandria, VA 22314

PROPOSED USE: TMP SUP for 98 room hotel use. (Tier One)

☐ **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☐ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

☐ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☐ **THE UNDERSIGNED**, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Mary Catherine Gibbs

Print Name of Applicant or Agent

307 N. Washington St.

Mailing/Street Address

Alexandria, VA

City and State

22314

Zip Code

Mary Catherine Gibbs

Signature

8/13/15

Date

703-836-5757

Telephone #

703-548-5443

Fax #

mcg.hcgk@verizon.net

Email address

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 802-802 N. Washington St., I hereby
(Property Address)
grant the applicant authorization to apply for the TMP SUP use as
(use)
described in this application.

Name: Mary Catherine Gibbs, Agent

Phone: 703-836-5757

Please Print
Address: 307 N. Washington St.

Email: mcg.hcgk@verizon.net

Signature: Mary Catherine Gibbs

Date: 8/13/15

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

☐ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☒ Owner

☐ Contract Purchaser

☐ Lessee or

☐ Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

Rajnikant Patel - 4892 Annamohr Dr., Fairfax, VA 22030 - 50%

Bharti Patel - 4892 Annamohr Dr., Fairfax, VA 22030 - 50%

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Rajnikant Patel	4892 Annamohr Dr., Fairfax, VA 22030	50%
2. Bharti Patel	4892 Annamohr Dr., Fairfax, VA 22030	50%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 802-808 N. Washington St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Same as above		
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Rajnikant Patel	None	
2. Bharti Patel	None	
3. Shakti, LLC	None	

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

8/13/15

Date

Mary Catherine Gibbs

Printed Name


Signature

SUP # _____

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

☐ **Yes.** Provide proof of current City business license

☐ **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

The applicant hereby applies for a Transportation Management Plan SUP - Tier One, as part of the overall development plan

for the redevelopment of the Towne Motel project.

USE CHARACTERISTICS**4.** The proposed special use permit request is for (*check one*):

- ☒ a new use requiring a special use permit,
☐ an expansion or change to an existing use without a special use permit,
☐ an expansion or change to an existing use with a special use permit,
☐ other. Please describe: _____

5. Please describe the capacity of the proposed use:**A.** How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

See DSUP Application. _____
 _____**B.** How many employees, staff and other personnel do you expect?

Specify time period (i.e., day, hour, or shift).

See DSUP Application. _____
 _____**6.** Please describe the proposed hours and days of operation of the proposed use:**Day:**See DSUP Application. _____

 _____**Hours:** _____

 _____**7.** Please describe any potential noise emanating from the proposed use.**A.** Describe the noise levels anticipated from all mechanical equipment and patrons.See DSUP Application. _____
 _____**B.** How will the noise be controlled?See DSUP Application. _____

SUP# _____

- 8.** Describe any potential odors emanating from the proposed use and plans to control them:

See DSUP Application.

- 9.** Please provide information regarding trash and litter generated by the use.

- A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

See DSUP Application.

- B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

See DSUP Application.

- C. How often will trash be collected?

See DSUP Application.

- D. How will you prevent littering on the property, streets and nearby properties?

See DSUP Application.

- 10.** Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property? See DSUP Application.

☐ Yes.

☐ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

SUP # _____

- 11.** Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property? See DSUP Application.

☐ Yes. ☐ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

- 12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons?

See DSUP Application.

ALCOHOL SALES

- 13.** A. Will the proposed use include the sale of beer, wine, or mixed drinks?

☐ Yes ☒ No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

SUP # _____

PARKING AND ACCESS REQUIREMENTS

14. A. How many parking spaces of each type are provided for the proposed use? See DSUP Application.

_____ Standard spaces
_____ Compact spaces
_____ Handicapped accessible spaces.
_____ Other.

Planning and Zoning Staff Only

Required number of spaces for use per Zoning Ordinance Section 8-200A _____

Does the application meet the requirement?

☐ Yes ☐ No

- B. Where is required parking located? *(check one)*
☒ on-site
☐ off-site

If the required parking will be located off-site, where will it be located?

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit. See DSUP Application.

- C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

☐ **Parking reduction requested; see attached supplemental form**

15. Please provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are available for the use? See DSUP Application.

Planning and Zoning Staff Only

Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____

Does the application meet the requirement?

☐ Yes ☐ No

SUP # _____

- B. Where are off-street loading facilities located? See DSUP Application.
- _____
- C. During what hours of the day do you expect loading/unloading operations to occur?
See DSUP Application.
- _____
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
See DSUP Application.
- _____
16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?
See DSUP Application.
- _____

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☐ No
See DSUP Application.
- Do you propose to construct an addition to the building? ☐ Yes ☐ No
- How large will the addition be? _____ square feet.
18. What will the total area occupied by the proposed use be? See DSUP Application.
- _____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)
19. The proposed use is located in: (check one)
- ☒ a stand alone building
- ☐ a house located in a residential zone
- ☐ a warehouse
- ☐ a shopping center. Please provide name of the center: _____
- ☐ an office building. Please provide name of the building: _____
- ☐ other. Please describe: _____

End of Application

Madam Chair and Members of the Planning Commission.

Let me start by underlying the genesis of the George Washington Memorial Parkway. The Parkway was not a jobs creation program as some would have it, but a truly national and cultural undertaking that started in earnest in 1924 in order to commemorate George Washington's Bicentennial.

The significance lies in understanding the importance the first president exhibited as a unifying force in the nation's history. Historians described that "anyone visiting Washington had to undertake the pious pilgrimage to his home at Mount Vernon. " Newspapers across the nation would even write about who had visited the estate.

Alexandria lobbied hard for the road to pass through Alexandria by way of Washington Street and the federal government agreed, since it gave an opportunity for the passersby to experience the historic buildings on the street on the way to Mount Vernon. In return, the City promised to keep the historic integrity of the street and even created the Historic District to protect the integrity and purpose of the George Washington Memorial Parkway along Washington Street.

So it suffices not merely to look at the front of buildings, but one needs to think how it is experienced while driving down the street. The mass and scale of the new building, although beautifully broken up, and Mr. Rust deserves accolades for what he has been able to do, is far too much for the historic building to bear. It is minimized to the point of exclusion.

Every dignitary who visits Washington DC passes through Alexandria as they make their "Pious Pilgrimage" to pay homage to the Father of the Nation. The George Washington Memorial Parkway experience is a truly magnificent, beautiful and unique cultural icon that must be preserved for future generations.

The City, at the urging of the ad Hoc Washington Street Committee, adopted a comprehensive street scape plan for Washington Street, which is not mentioned in the staff report. This plan strongly discourages curb cuts and the drive-through as proposed here. I urge you do the same.

Poul Hertel

RE: Item 8

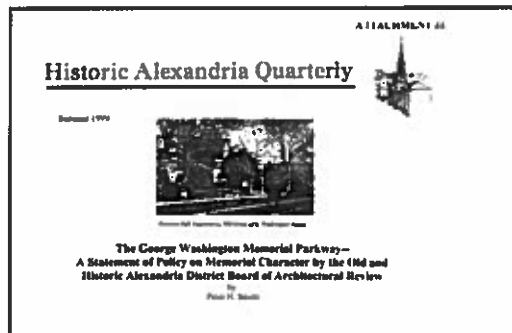
Development Special Use Permit #2015-0004, Transportation Management Plan SUP #2015-0124 802 and 808 North Washington Street - The Towne Motel

Dear Chairman Mary Lyman and members of the Planning Commission:

Please find enclosed the attachment that hopefully will give a better understanding of what the Standards are all about. The points were taken from then-City Manager Phil Sunderland's memo, which was forwarded to the City Council. For reference purposes;

In the 1929 *Memorandum of Agreement* between the City and the Federal Government routing the George Washington Memorial Parkway through Alexandria, the City agreed to restrict Washington Street to "residential and business development of such character and of such types of building as will be in keeping with the dignity, purpose and memorial character of said highway."

And the Historic District was created in 1946 to protect the George Washington Memorial Parkway as described by Peter Smith;



Furthermore, the National Park Service considered condemning property along Washington Street that did not meet the desired memorial nature of the Parkway. Either one of these proposals would have been disruptive to the city and would have seriously affected the economic base of Alexandria. In response to these proposals, Alexandria's City Council enacted the third local historic district ordinance in the nation in 1946.³ One of its chief purposes was "the preservation of the memorial character of the George Washington Memorial Highway"

Some have implied that there is wiggle room in the Washington Street Standards, since it was really only intended to cover the core and not the northern end of Washington Street. Not only is this not true, but as the Sunderland Memo points out on page 4, the Task Force was specifically created as a result of buildings that were either built or proposed for the northern end.

The Task Force concluded that the controversy generated by recent proposals for the Parkway Center at the Old Colony site and the Saul Center at the Mastercraft site indicates that the Standards and Guidelines do not adequately mandate what interested civic organizations and the public consider appropriate building and site design on Washington Street.

Others claim that existing buildings in the adjacent area would not meet the standards today, such as Potomac Crossing. Although it is true that they would not meet the standards, there is no proposal to hold the new developments to the densities of older developments. The Task Force tried dealing with new and bigger development and recognized the tradeoff, but they believed it was necessary in order to prevent monolithic-looking buildings looming over the Parkway.

Sincerely

Poul Hertel
3716 Carriage House Court, 22309 Alexandria (Fairfax County)
(703) 780-1909

TO ALL

Hopefully, this brief will provide a sense of why and how the current Washington Street Standards, came to be enacted in the year 2000. After some rather unpleasant conflicts regarding development on Washington Street, (which afflicted the northern end in particular), the City Council created a task Force that would convey a clarification on interpreting the 1929 agreement between the City and the Federal Government for protection of the George Washington Memorial Parkway as it transverses the City. The Task Force came up with specific recommendations that the City Council subsequently adopted in the form of the ordinance known as the Washington Street Standards.

These are best understood as being derived from a task force request that the City Attorney incorporate elements from a paper submitted by the National Park Services (*included*). The revisions to the ordinance that were adopted can be summarized as follows:

- New construction shall be compatible with the character of historically significant buildings on Washington Street (instead of within the Old and Historic Alexandria District in general).
- Design elements must be consistent with historically significant buildings on Washington Street.
- New buildings shall be complementary to and shall not detract from/overwhelm/intrude upon historically significant buildings on Washington Street.
- Massing of new buildings/additions must closely reflect and be proportional to adjacent historic buildings.
- New construction larger than historic buildings on the street must be designed to not look more massive than the historic buildings. From the public right of way, buildings should appear to have a footprint no larger than 100 feet by 80 feet. It is desirable that large projects preserve or replicate mid-block alleys.
- Applications for projects larger than 3000 square feet or within 66 feet of residential use/zoning must include a massing study covering a minimum of six blocks.
- Massing and proportions of new buildings designed in a given historic architectural style must be consistent with the massing and proportions of that style.
- New or untried design approaches that have no historical basis in Alexandria or that are not consistent with the scale, massing and detailing of an historic style are not appropriate.
- Traditional fenestration patterns and solid/void relationships must be used on all facades visible from any public right of way, including the first floor.
- An applicant for a special use permit for an increase in density must bear the burden of proving that the proposed building/addition clearly benefits the historic nature and pedestrian-friendly environment of Washington Street.

1/15/2015

ATTACHMENT 8

What is the "Memorial Character" of the George Washington Memorial Parkway?

The George Washington Memorial Parkway serves as a memorial to our nation's first president. While the National Park Service has not attempted to precisely define the term, several guiding principles should be considered in evaluating what "memorial character" means. The principles outlined below represent those which have a desirable application to Washington Street in Alexandria:

- Inconsistent existing developments notwithstanding, and recognizing that the parkway has different "looks" depending upon where you are (north of the airport, through the city, south to Mt. Vernon, for example), there should be a public impression that Washington Street is connected in some way (physically, thematically, or in some other positive way) with the parkway.
- Use of streetscapes is a desirable connecting link with the natural characteristics of the parkway.
- There should be an emphasis on those elements of structural design which are consistent with historic buildings which remain on the street.
- New buildings should not, by their style, size, location or other characteristics, detract from, overwhelm, or otherwise intrude upon historic buildings which remain on the street.
- New buildings should be complementary to the historic structures in their design.
- It is desirable that buildings be designed to look separate and not give the impression of collectively being one massive unit. This can be accomplished through differing architectural designs, facades, setbacks and stylings.

Additional miscellaneous factors for consideration are:

- The Washington Street Guidelines are workable as long as the structures aren't spread out over too large an area or distance. The Guidelines also may not be appropriate when applied to larger buildings.

Facades of a building generally shall express the 20- to 40-foot bay width typically found on early 19th century commercial buildings characteristic of the Old and Historic Alexandria District. Techniques to express such typical bay width shall include changes in materials; articulation of the wall surfaces; changes in fenestration patterns; varying roof heights; and physical breaks, vertical as well as horizontal, within the massing. [Page 5 of Guidelines at sec. (2) under "Additional requirements for approval of a certificate of appropriateness."]

- A gateway into the city exists when entering from the north (memorial circle area in front of the Colony Inn) but there is nothing similar when approaching from the south. Perhaps such a concept is worthy of consideration though it is recognized that this may be complicated due to plans for the new Wilson Bridge.
- Some historic communities in Washington, D.C. (Woodley Park and/or Cleveland Park) have had an "overlay zone" created which reduces the maximum allowable FAR and imposes other restrictions for a specified distance (100' ?) on either side of impacted streets. [Specific details not currently available].

Michael D. Wilson
Assistant Superintendent
George Washington Memorial Parkway